

**Highways Department
Hong Kong SAR Government**

**Agreement No. CE 80/97
Choi Hung Road Widening
Feasibility Study**

**Environmental Project Profile
(Revised)**

October 1998

Atkins China Ltd

Supported by
Urbis Limited

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Figure 2.1 Environmental Sensitive Receivers and Study Boundaries

1. INTRODUCTION

1.1 Background

Atkins China Ltd have been appointed by Highways Department of the Government of the Hong Kong Special Administrative Region (SAR) in May 1998 to carry out a feasibility study on Choi Hung Road Widening.

The Choi Hung Road Widening project was originally recommended in the Traffic Study for North Kowloon in 1984 and has been subsequently reviewed by other studies including the South East Kowloon Development (SEKD) Statement in 1993 and a traffic survey in May 1995. The findings from these studies support the decision to implement the road-widening project.

Highways Department (HyD) subsequently proposes that a section of Choi Hung Road from Yin Hing Street to Sze Mei Street be widened from a two to three lane dual carriageway. These works are required to improve the flow of traffic on Choi Hung Road while increasing the capacities of the Choi Hung Road / Tai Shing Street and Shatin Pass Road / Po Kong Village Road junctions. The road widening scheme will also provide increased vehicular capacity to mitigate against future congestion as a result of proposed new developments in the area.

A Preliminary Project Feasibility Study (PPFS) - Preliminary Environmental Review (PER) was carried out in January 1997 by independent consultants on behalf of the Highways Department. The PER concluded that with detailed assessment during the design stage there would be no insurmountable environmental impacts. According to the review, the main concern is the predicted exceedance of the applicable noise standards due to the increase in traffic. To mitigate against these unacceptable noise levels the review recommends the use of noise barriers. Operational air quality would be acceptable given the projected traffic flow volumes. However, should the actual traffic flows exceed those used in modelling, a further air quality assessment will be required.

2. BASIC INFORMATION

2.1 Project Title

Choi Hung Road Widening Feasibility Study.

2.2 Purpose and Nature of the Project

The widening of Choi Hung Road to increase the junction capacities with Tai Shing Street, Shatin Pass Road and Po Kong Village Road.

2.3 Name of Project Proponent

HKSAR Government; Highways Department

2.4 Location and Scale of Project

Decking of the Kai Tak Nullah will allow for the proposed widening of Choi Hung Road from a two to a three lane dual carriageway between Yin Hing Street and Sze Mei Street (Figure 2.1).

The extent of the proposed Choi Hung Road Widening Project includes the following:

- Widening at either end of Tai Shing Street by reducing the existing 7.5m wide footpath by 3m;
- Re-provisioning of the footbridge near Shatin Pass Road;
- Re-provisioning of the footbridge near Tai Shing Street;
- Mitigation measures to be identified and recommended in the impact assessment studies;
- Associated junction works at Tai Yau Street, Po Kong Village Road, Shatin Pass Road, Tai Shing Street, Tseuk Luk Street and Yin Hing Street;
- Landscaping of footpath, space created by road works and footbridge works and;
- Reconstruction of existing carriageway and footpath.

2.5 Number and Types of Designated Projects

The proposed widening of Choi Hung Road is covered in this project profile. The project has been classified as Category B of the Public Works Programme and is a Designated Project, as it may have an adverse impact on the environment.

2.6 Name and Telephone Number of Contact Person(s)

3. OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

3.1 Project Planning and Implementation

The project will be planned and implemented by the consultants, Atkins China Ltd.

3.2 Project Timetable

According to the current Public Works Programme, Construction is scheduled to start in October 2002 for completion in March 2006. The Feasibility Study will be conducted between May 1998 and April 1999, while the Detailed Design and Tender will commence in April 1999 and terminate in September 2002.

4. IDENTIFICATION OF POSSIBLE IMPACTS ON THE ENVIRONMENT

4.1 Introduction

This section identifies the likely environmental impact of the proposed works in both the construction and operational phases.

4.2 Construction Phase

4.2.1 Gaseous Emissions

The main source of emissions will be the powered mechanical equipment used on the site. Exhaust from construction traffic will also contribute to the overall emission level. Increased local traffic congestion, resulting from temporary traffic diversion works, will also add to local vehicular emissions. The nearest sensitive receivers are located more than 10 metres from the site boundary, outside the buffer zone as required by EPD. Thus no impacts are expected from gaseous emissions during the construction stage.

4.2.2 Dust

Construction work will require the handling and stockpiling of excavated materials, concreting works and construction traffic movements on unpaved roads. These activities will increase the levels of airborne particulates as will aggregate storage on site.

4.2.3 Odour

Disturbance and removal of the sediment from Kai Tak Nullah will result in odour generation. However, impacts will be limited to the short period of time required to remove sediment for off – site disposal.

4.2.4 Noise

Plant and machinery used as well as non-mechanical construction activities will generate increased noise levels. Construction details have yet to be finalised, however, two construction options exist:

- The use of bored piles and columns to support the carriageway deck above the nullah.
- A box culvert design with the roof of the box culvert forming the carriageway deck.

Both options would require significant amounts of plant, which will inevitably generate high levels of noise.

Major noise sources include civil works and construction i.e. excavation of pavement and its reconstruction, general earth works, spoil removal and concreting associated with the decking of Kai Tak Nullah. These activities will contribute to the already high background noise levels generated by major roads, public utilities and industrial buildings.

4.2.5 Night-time Operations

With the exception of one task no night-time construction works are expected. The one task, which has to be carried out at night will be lifting and placement of the prefabricated deck sections of the new footbridges across Choi Hung Road. This operation must be carried out at night to avoid the heavy daytime traffic flows and potential traffic congestion associated with lane closures. These works are expected to be limited to a few nights.

4.2.6 Traffic

Construction traffic will add to the overall traffic volume on and around the Choi Hung Road site.

4.2.7 Liquid Effluents, Discharges or Contaminated Runoff

Potential sources of water quality impact include site investigation work and boring of bore piled foundations, construction runoff and drainage as well as sewerage from on-site construction workforce.

4.2.8 Generation of Waste by-products

Waste generated will comprise excavated material, construction waste, chemical waste and general refuse. Some of the waste by-products may produce dust or emit odours.

4.2.9 Storage Handling, Transport and Disposal of Hazardous Materials or Wastes

No hazardous chemicals will be used or generated from the widening of the road.

4.2.10 Quantitative Risk Assessment

There are no risks anticipated in the widening of the road.

4.2.11 Disposal of Spoil Material Including Contaminated Material

It is likely that sediments excavated from the Nullah during construction will be contaminated to some extent. Disposal procedures for such materials must comply with the Chemical Waste Regulations of the Waste Disposal Ordinance (WDO).

4.2.12 Water Quality

The use of both piles and columns or the box culvert design will disrupt water movement temporarily. Excavation and piling works within the nullah are also expected to have an impact upon water quality.

4.2.13 Unsightly Visual Appearance

The road - widening scheme will take approximately three and a half years during which the visual appearance will be poor.

4.2.14 Ecological Impacts

The project area is not located within a recognised site of conservation importance. It does not encroach upon or affect important habitats, and since no species of conservation importance are present in the area, no ecological assessment is required.

4.3 Operational Phase

4.3.1 Gaseous Emissions

During the operational phase of the project, local road traffic will be the main source of gaseous emissions. The PER undertaken in 1997 indicated that there would be no adverse air quality impacts as a result of the road widening - scheme. Providing traffic volumes and composition do not exceed those used in the PER, no exceedances of AQOs are expected.

4.3.2 Dust

The only source of dust during the operational phase will be from other renovation works in the area.

4.3.3 Noise

The PER determined that a roadside 5m high top-bent noise barrier would be the most preferable option to mitigate against forecast Hong Kong Planning Standards and Guidelines (HKPSG): Road Traffic Noise exceedances. However the review found that even with the proposed mitigation, some sensitive receivers would still be subject to excessive noise thus requiring acoustic insulation and air-conditioning. The widened road will be designed to comply with the NCO & the statutory requirements under the HKPSG. The EIA report will be required to comply with the EIA Study Brief and the Technical Memorandum (TM) under the EIAO.

4.3.4 Odour

Once construction is completed, the Kai Tak Nullah will be enclosed, preventing the release of any odour emissions during regular operation.

Access to the nullah will be required to allow maintenance work by DSD and water quality monitoring by EPD. It is likely that access will be via manholes, while these manholes are open there may be a local odour nuisance. Any odour nuisance during these periods should not be significant as it will be limited to a small area and time period.

4.3.5 Traffic

Traffic flow after the completion of the project will be improved, resulting in reduced congestion.

4.3.6 Unsightly Visual Appearance

Upon completion of the project, the visual appearance of the area will be improved due to the decking over of the Nullah and proposed landscaping works for the project.

5. MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

5.1 Existing and Planned Developments

Residential developments, constitute a large proportion of the buildings in the project area. Other developments in the area include industrial buildings, recreational areas, schools, commercial buildings, hospitals, religious buildings and a nullah. Table 5.1 provides a summary of the existing and planned developments in the project area. During the initial stages of the assessment any additional planned landuses / landuse changes will identified.

Table 5.1 : Summary of Existing and Planned Developments

| Ref. No. | Area | SR Type | Current Status |
|----------|---|-----------------------|---------------------|
| 1 | Galaxia | Residential | Awaiting Occupation |
| 2 | Lung Poon Court | Residential | Existing |
| 2A | Lung Poon Court Market & Commercial Complex | Commercial | Existing |
| 3 | Tai Hom Village | Residential | Existing |
| 4 | Ka Wing Factory Building | Industrial | Existing |
| 5 | Factory (next to Ka Wing) | Industrial | Existing |
| 6 | Shing King Garment Factory | Industrial | Existing |
| 7 | China Chem | Industrial | Existing |
| 8 | Lee Hong Factory Building | Industrial | Existing |
| 9 | The William Industrial Building | Industrial | Existing |
| 10 | Wing Chai | Industrial | Existing |
| 11 | Wing Hing | Industrial | Existing |
| 12 | San Po Kong | Industrial | Existing |
| 13 | SKH Yat Sau Primary School | Educational | Existing |
| 14 | Choi Hung Estate | Residential | Existing |
| 15 | Blackdown Playground | Passive Recreational | Existing |
| 16 | Lee Sum Factory | Industrial | Existing |
| 17 | Unimax Industrial Centre | Industrial | Existing |
| 18 | Wong King Industrial Building | Industrial | Existing |
| 19 | Caring Centre | Hospital | Existing |
| 20 | Wong Tai Sin Divisional Police Station | Commercial | Existing |
| 21 | Police Quarters (old) | Residential | Existing |
| 22 | Police Quarters – Wong Tai Sin (new) | Residential | Existing |
| 23 | Sun Po Kong Plaza & Residential | Residential / Library | Existing |
| 24 | Kai Tak Court | Residential | Planned |
| 25 | Kai Tak Primary School | Educational | Existing |
| 26 | Ho Lap College | Educational | Existing |

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| Ref. No. | Area | SR Type | Current Status |
|----------|---|--------------------------|----------------|
| 27 | San Po Kong Mansion | Residential | Existing |
| 28 | HK Examination Authority Centre | Educational | Existing |
| 29 | Wing Lok Building | Residential | Existing |
| 30 | Recreation Playground | Recreational | Existing |
| 31 | Shung Ling Building | Residential | Existing |
| 32 | Yin Hing Building | Residential | Existing |
| 33 | Kai San Mansion | Residential | Existing |
| 34 | Foo Yuen Building | Residential | Existing |
| 35 | Po Hing Building | Residential | Existing |
| 36 | Hing Tung House | Residential | Existing |
| 37 | Wong Tung House | Residential | Existing |
| 38 | Foo Tung House | Residential | Existing |
| 39 | Tai Tung House | Residential | Existing |
| 40 | Nga Tsui Wai Village | Residential | Existing |
| 41 | Lok Sin Tong | Educational | Existing |
| 42 | Ng Wah College | Educational | Existing |
| 43 | Pak Lap Kei Health Centre | Hospital | Existing |
| 44 | Yue Xiu Building | Residential / Commercial | Existing |
| 45 | Choi Tung House | Residential | Existing |
| 46 | Chi Tak Public School | Educational | Existing |
| 47 | Tsz Tong Temple | Religious | Existing |
| 48 | Chun Tung House | Residential | Existing |
| 49 | Yiu Tung House | Residential | Existing |
| 50 | Yue Tung House | Residential | Existing |
| 51 | Morse Park 1 & 2 | Recreational | Existing |
| 52 | Lung Moon House | Residential | Existing |
| 53 | Confucian Tai Shing School | Educational | Existing |
| 54 | Lung Chak House | Residential | Existing |
| 55 | Lung Shun House | Residential | Existing |
| 56 | HK Telecom | Commercial | Existing |
| 57 | Lung Yat House | Residential | Existing |
| 58 | Shek On Building | Educational / Religious | Existing |
| 59 | Choi Hung Road Recreation Park / Food Court & Badminton Court | Recreation | Existing |
| 60 | Lung Yue House | Residential | Existing |
| 61 | Hiu Lau San | Residential | Existing |
| 62 | Yut Tung House | Residential | Existing |

| Ref. No. | Area | SR Type | Current Status |
|----------|--|--------------|----------------|
| 63 | Police Quarter School | Educational | Existing |
| 64 | Police Quarter Hospital | Hospital | Existing |
| 65 | Pak Tung House | Residential | Existing |
| 66 | Wai Tung House | Residential | Existing |
| 67 | Wing Tung House | Residential | Existing |
| 68 | To be determined | Residential | Existing |
| 69 | Boy and Girls Club Association Hong Kong | Recreational | Existing |
| 70 | Wing Shing Industrial Building | Industrial | Existing |
| 71 | Van Fat Factory Building | Industrial | Existing |
| 72 | Lead On Industrial Building | Industrial | Existing |
| 73 | Lee King Industrial Building | Industrial | Existing |
| 74 | New Treasure Centre | Industrial | Existing |
| 75 | Lee Ko Industrial Building | Industrial | Existing |
| 76 | Startex Industrial Building | Industrial | Existing |
| 77 | Kar Chau Industrial Building | Industrial | Existing |
| 78 | Wing Kwong Industrial Building | Industrial | Existing |
| 79 | Fok Wah Factory Building | Industrial | Existing |
| 80 | Yip Fung Industrial Building | Industrial | Existing |
| 81 | Lee Yuen Industrial Building | Industrial | Existing |
| 82 | Herald Luxim Building | Industrial | Existing |
| 83 | Sheung Hei Factory Building | Industrial | Existing |
| 84 | Cheong Tai Industrial Building | Industrial | Existing |
| 85 | Scott House | Industrial | Existing |
| 86 | Standard Industrial Building | Industrial | Existing |
| 87 | Laurels Industrial Centre | Industrial | Existing |
| 88 | New Tech Plaza | Industrial | Existing |
| 89 | Tong Seng Mansion | Residential | Existing |
| 90 | Po Kong Mansion | Residential | Existing |
| 91 | Ying Wah Theatre | Commercial | Existing |
| 92 | New Lai King | Residential | Existing |
| 93 | Children's Playground | Recreational | Existing |
| 94 | Cheung Tung House | Residential | Existing |
| 95 | Hong Tung House | Residential | Existing |
| 96 | Po Yun Primary School | Educational | Existing |
| 97 | On Tung House | Residential | Existing |
| 98 | Mao Tung House | Residential | Existing |
| 99 | Sing Tung House | Residential | Existing |
| 100 | Ying Tung House | Residential | Existing |

| Ref. No. | Area | SR Type | Current Status |
|----------|----------------------------------|--------------|----------------|
| 101 | Yut Tung House | Residential | Existing |
| 102 | Badminton Courts | Recreational | Existing |
| 103 | Kwai Tung House | Residential | Existing |
| 104 | Lung Hong House | Residential | Existing |
| 105 | Kei Heep Secondary Modern School | Educational | Existing |
| 106 | Church | Religious | Existing |
| 107 | Lung Wing House | Residential | Existing |
| 108 | Lung Wah House | Residential | Existing |
| 109 | Lung Fung House | Residential | Existing |
| 110 | Lung Tat House | Residential | Existing |
| 111 | Badminton Courts | Recreational | Existing |
| 112 | Basketball Field | Recreational | Existing |
| 113 | Cooked Food Centre & Market | Commercial | Existing |
| 114 | Basketball Field | Recreational | Existing |
| 115 | Pik Hoi House | Residential | Existing |
| 116 | SKH Calvary Church | Religious | Existing |
| 117 | Market | Commercial | Existing |
| 118 | Basketball Court | Recreational | Existing |
| 119 | Football Field | Recreational | Existing |
| 120 | School | Educational | Existing |
| 121 | Church | Religious | Existing |
| 122 | Muk Lun St. Playground | Recreational | Existing |
| 123 | Wah Hing Industrial Maison | Industrial | Existing |
| | Kai Tak Nullah | Water Course | Existing |

6. ENVIRONMENTAL PROTECTION MEASURES AND FURTHER ENVIRONMENTAL IMPLICATIONS

6.1 Noise

6.1.1 Construction Phase

A construction noise assessment will be undertaken as a part of the EIA.

A number of different types of plant will be used during the construction including breakers, excavators, and air compressors, mixers and cranes, all of which significantly contribute to noise levels. To mitigate the noise impacts from this equipment, the following should be considered:

- The use of silenced equipment;
- The use of alternative breaking equipment;
- The siting of equipment;
- The careful scheduling of work, especially near the educational institutions where attention should be paid to examination times;
- The use of temporary acoustic barriers;
- The proper maintenance of equipment;
- The utilisation of construction noise specifications and clauses;
- Adequate site supervision to ensure that every practical means is utilised to minimise the noise levels generated.

6.1.2 Operational Phase

Different mitigation options for the operational phase include:

- 5 metre bent top barriers alongside Choi Hung Rd.
- Full enclosures with the tops and sides covered or partial enclosures with at least one side open.
- Mitigation at the receiver in the form of noise insulated windows and air conditioning for sensitive facades.

6.1.3 Adverse / Beneficial Effects

During daytime construction, noise levels at sensitive receivers will exceed the EPD noise guidelines. However, once construction is completed and suitable mitigation measures implemented, noise levels will conform to EPD standards.

6.2 Dust

6.2.1 Construction Phase

A construction dust assessment will be undertaken as a part of the EIA.

The predicted suspended solids levels as predicted in the PER are within the limits of the AQO, however the following dust control measures are recommended to minimise dust nuisance:

- The site should be wetted (using water bowsers, sprays or vapour mists) to reduce air emission from the impact of debris;
- Provision of adequate wheel/vehicle washing facilities;
- Monitoring for dust generated during construction/pavement breaking is also recommended to check that the dust criterion is met;
- Use of wind-breaks/net screens/semi-permeable fences;
- Any batching plants used must be located at least 100m from the nearest ASR;
- Earthmoving activities should be well planned to include transportation routes as well as protective measures such as water spraying and tarpaulin sheets to suppress dust generated during and after excavation; and
- Reduce speeds, limit movement of vehicles and use upward exhausts.

6.2.2 Operational Phase

According to the PER, air quality will comply with the AQO thus mitigation measures will not be necessary.

6.2.3 Adverse / Beneficial Effects

During the construction phase, there will be dust and air quality impacts upon sensitive receivers, these will be minimised as far as practicable. Once construction has completed, air quality will be in compliance with the AQO. If partial or full enclosures are used, the air quality will be improved upon present levels.

6.3 Air Quality

An air quality assessment is not proposed for the construction phase.

6.3.1 Operational Phase

According to the PER, air quality will comply with the AQO, thus an operational air quality assessment is not necessary. Mitigation measures will also not be necessary. Once construction is completed, air quality will be in compliance with the AQO. If partial or full enclosures are used, the air quality will be improved upon present levels.

6.4 Odour

6.4.1 Construction Phase

No mitigation measures are planned since any impacts will be temporary.

6.4.2 Operational Phase

No odour emissions will result from the widened carriageway.

6.4.3 Adverse / Beneficial Effects

During construction works within the Kai Tak Nullah, bottom sediments will be removed and disposed of resulting in the production of unpleasant odour. In the operational phase there will be an overall improvement in the level of odour emissions owing to the complete enclosure of Kai Tak Nullah.

6.5 Water Quality

6.5.1 Construction Phase

Temporary drainage systems with interceptor manholes and appropriate sediment settlement measures are required to trap oil pollutants and debris prior to discharge into the nullah. Other mitigation measures include:

- Careful planning of flow diversions around working areas in the nullah to prevent the entry of contaminants;
- Before commencing any demolition work, all sewer and drainage connections should be sealed to prevent debris from entering public sewers/drains;
- Wastewater generated from concreting, cleaning of machinery and similar activities should not be discharged into the stormwater drains. This waste should instead be discharged into foul sewers, after the removal of settled solids and pH adjustment;
- Open stockpiles should be covered with tarpaulin to avoid erosion which may wash solid waste into stormwater drainage systems;
- During the wet season, any exposed top soil should be covered with tarpaulin, shotcreted or hydroseeded;
- Wash-water from wheel washing should have sand and silt removed before discharge into storm drains;
- All fuels should be stored in bunded areas so that spillage can be easily collected.

6.5.2 Operational Phase

During the operational phase, pollutants will be generated by the increased traffic flow. The following mitigation measures also incorporate Best Management Practices (BMP's) to reduce storm water runoff:

- Provision of silt traps to reduce the concentration of silt/sediments in storm water runoff;
- The use of oil interceptors and other pollution traps at strategic points within the roadway's drainage system to reduce the impact from road runoff that may be contaminated by the spillage of hazardous materials;
- Routine inspection and maintenance of the drainage system should be conducted to ensure that sediment traps and other pollutant removal facilities are cleared and in good working order.

6.5.3 Adverse / Beneficial Effects

Upon completion of the project, assuming the implementation of recommended mitigation and BMP's there will be no water quality impact on the Nullah during the operational stage.

6.6 Waste

6.6.1 Construction Phase

The main source of solid waste during the construction phase will be excess excavated spoil. Damaged materials, surplus construction materials, used products and municipal type waste will also be generated, all of which should be disposed of in accordance with environmental guidelines.

To minimise impact the following should be taken into consideration:

- All vehicles travelling to and from the site should be routed as far as possible to avoid sensitive receivers in the area;
- Solid materials and waste should be removed from site and taken to a designated disposal site;
- Construction waste generated should be sorted on site into inert and non-inert materials. Non-inert waste (no more than 20% inert by volume) should be disposed of at landfill sites, while inert material should be disposed of in public filling areas or other reclamation sites.
- The storage, transportation and final disposal of chemical waste should comply Waste Disposal Ordinance (Cap.354) and its regulations. These regulations requires waste producers to arrange proper packaging, labelling and storage of chemical waste before transportation off-site to a licensed facility for disposal. It is recommended that collection and disposal services provided by the Chemical Waste Treatment Centre (CWTC) at Tsing Yi are utilised.

6.6.2 Operational Phase

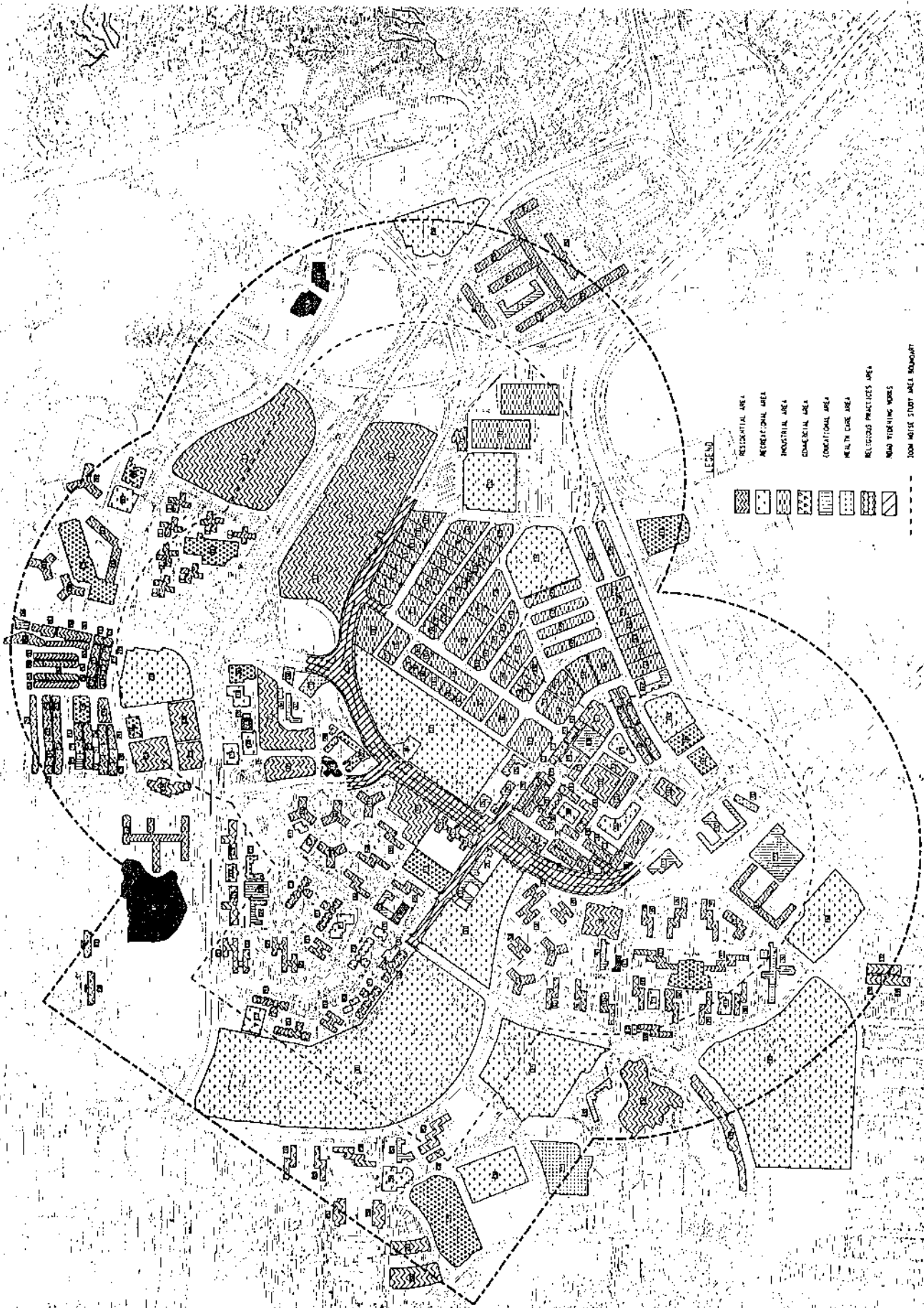
No solid waste in excess of normal road - side urban litter will be produced during the operational phase.

6.6.3 Adverse / Beneficial Effects











Transportation of waste to off – site disposal facilities will add to noise / dust pollution. Mitigation measures as recommended in section 6.2 will keep these to a minimum.

6.7 Possible Severity, Distribution and Duration of Environmental Effects

The PER has concluded that with proper implementation and monitoring of the measures, no adverse environmental effect, either short term or long term, is expected as a result of the widening of Choi Hung Road.



LEGEND

-  RESIDENTIAL AREA
-  RECREATIONAL AREA
-  INDUSTRIAL AREA
-  COMMERCIAL AREA
-  CONDITIONAL AREA
-  HEALTH CARE AREA
-  RELIGIOUS/PRACTICES AREA
-  MAIN TRUNKING WORKS
-  100M NOISE STUDY AREA BOUNDARY
-  500M AIR STUDY AREA BOUNDARY

